

MEMORANDUM FOR NAVIGATION INTERESTS

SUBJECT: Forecast of Dredging and Marine Construction

SNWW – JUNCTION AREA & TAYLORS BAYOU TURNING BASINS

The pipeline Dredge “Millennium” will be performing dredging operations in the Sabine Canal at the Port of Port Arthur moving north. Submerged and floating pipelines will extend behind the dredge to Placement Area No. 8 on the east side of the channel.

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TEXAS CITY CHANNEL

King Fisher Marine Services, LP is mobilizing with the Dredge “Everett” to work on the Texas City Channel about 3 miles up channel from the confluence of the GIWW and Texas City Channel. They will be moving from the upstream side going down stream towards the GIWW and pumping material into the Beach Placement Areas adjacent to the Texas City Dike. Dredge pipeline will include submerged, pontoon and shore pipeline. The Dredge is expected to be on site by 21 September 2003.

HSC, DEEPENING AND WIDENING (HGNC) – MID BAYOU

Dredging for this project is estimated to start the beginning of August 2003. The dredge CALIFORNIA will begin mobilizing on site near the end of July 2003.

Luhr Bros. is constructing rock dikes for the new Goat Island placement area in the general vicinity of channel markers RED #126 to RED #124 and will continue for the next several months. Installation of the rock dike and digging of access channels from the ship channel to work area will continue over the next 4-5 months. Luhr will also be completing bay bottom surveys between the ship channel and land in this area.

HSC, DEEPENING AND WIDENING (HGNC) – LOWER BAYOU

The Dredge “Meridian” completed dredging in mid-December 2003 and have demobilized their equipment.

HSC, DEEPENING AND WIDENING (HGNC) – MID-BAY

Pipeline dredge “Tom James” has returned to the site and is working in the vicinity of Markers 65-66 proceeding upstream. Material is being pumped to the Mid Bay Marsh site, which is located on the east side of the channel near Marker 70. The North Boater Cut has shoaled in adjacent to the new marsh levees, and is also to be in use by Luhr Bros, who has begun placing rock on the levees in late October. The natural cut near Marker 68 is closed. Operators are advised to use either Five-Mile Cut or the South Boater Cut near HSC Marker 62 for access east of Houston Ship Channel.

The offshore placement area is located outside the Galveston jetties, south of the Entrance Channel. Mariners are cautioned not to traverse or anchor within the limits of the placement area, as it will interfere with dredging operations. Vessels anchored within the placement area will be asked to move. Coordinates of the placement area, referenced to NAD 83 (degrees-minutes) are as follows:

<u>LAT.</u>	<u>LON.</u>	<u>LAT.</u>	<u>LON.</u>
29°15N	94°40W	29°14N	94°41W
29°12N	94°39W	29°13N	94°43W

FREEPORT HARBOR - ENTRANCE AND JETTY CHANNELS

Hopper dredge **“BAYPORT”** (MANSON CONSTRUCTION COMPANY) is now offsite.

GULF INTRACOASTAL WATERWAY, TEXAS ROLLOVER PASS TO PORT BOLIVAR

The pipeline dredge “Leonard Fisher” under Contract DACW64-03-0006, King Fisher Marine Service, Inc. Contractor is dredging near mile marker 349 on the Gulf Intracoastal Waterway. Dredging operations in this reach are expected to continue over the next 3-4 weeks. Submerged and floating lines are being used to pump material to placement area on the northwest shore of the Bolivar Peninsula. After completion of this reach, dredging operations are expected to move to Rollover Pass. Once dredging operations are started in Rollover Pass, completion is expected in approximately two weeks or less. Submerged and floating lines will be used to place material on Rollover Beach.

GIWW - BRAZOS RIVER CROSSING AND FLOODGATES

Cutterhead dredge **“Marion”** (Pine Bluff Sand and Gravel Co.) will be operating in the Brazos River Crossing and Floodgates beginning approximately 5 March 2004. The gates will be closed for periods of up to 12 hours daily. The dredge is currently operating in the GIWW at approximately Mile 402 at the south mooring working in an easterly direction toward the west gate. The dredge “Marion” may be contacted on marine channel 16 and 13. This work will continue through approximately 10 March 2004.

GULF INTRACOASTAL WATERWAY, TEXAS UPPER MATAGORDA BAY

The Dredge **“Shamrock.”** (Kingfisher Marine Service, Inc.) will be operating in the Upper Matagorda Bay. Floating and submerged lines will lay along the banks of the Gulf Intracoastal Waterway, West of Oyster Lake westward for approximately 9 miles. Several placement areas are on the North side of the Gulf Intracoastal Waterway in East Matagorda Bay. Estimated completion is March 2004.

MOUTH OF COLORADO RIVER SEDIMENT TRAINING STRUCTURE

Luhr Bros Inc. is now offsite.

COLORADO RIVER AND TRIBUTARIES, TEXAS MOUTH OF COLORADO NAVIGATION CHANNEL IN MATAGORDA COUNTY, TEXAS

The cutterhead dredge “Mike Hooks” (Mike Hooks, Inc) is now offsite.

BRAZOS ISLAND HARBOR, TEXAS PLACEMENT AREA NO. 4 REHABILITATION

All equipment is now land-based. No floating plant onsite.

BRAZOS ISLAND HARBOR, TEXAS BROWNSVILLE SHIP CHANNEL

The Hopper Dredge “Dodge Island” (Great Lakes Dredge & Dock, Inc.) is now offsite.

CORPUS CHRISTI SHIP CHANNEL, TEXAS INDUSTRIAL CANAL TO VIOLA TURNING BASIN

The Dredge **“Jason LaQuay”** (T.W. LaQuay Dredging, Inc.) is now offsite.

CORPUS CHRISTI SHIP CHANNEL, TEXAS

REPAIR OF SOUTH JETTY

Luhr Brothers, Inc. will be operating in the Corpus Christi Entrance Channel adjacent to the South Jetty. Tows with supply barges, crane barges and related floating plant will operate along the South Jetty. Estimated completion is April 2004.

CORPUS CHRISTI SHIP CHANNEL, TEXAS ACROSS INGLESIDE NAVY HOMEPORT

Weeks Marine, Inc. will be demolishing all Mooring Dolphins and Mooring Anchors located on the South side of the Corpus Christi Ship Channel opposite Ingleside Navy Homeport. At set intervals, demolished materials will be transported via the Corpus Christi Ship Channel to the Gulf of Mexico. Crane, supply, materials, diving and quarter barges and other related floating plant will be anchored along the South Bank. Estimated completion is July 2004.

GULF INTRACOASTAL WATERWAY, TEXAS EROSION PROTECTION –PORT OCONNOR TO SAN ANTONIO BAY

Ercon Corporation (King Fisher Marine Service, Inc., sub-contractor) will be installing cellular concrete mats along the Gulf Intracoastal Waterway. Tows with supply barges, crane barges and related floating plant will operate along reaches of the South bank, between Port O'Connor and San Antonio Bay. The Contractor will also be installing erosion protection mats on the East Bank in the Victoria Barge Canal approximately 2 miles past the Victoria Barge Canal Wyes. Estimated completion is March 2004.

MATAGORDA SHIP CHANNEL, TEXAS MATAGORDA PENINSULA TO POINT COMFORT

The Dredge “**John C. LaQuay**” (T.W. LaQuay Dredging, Inc.) will be operating between Matagorda Peninsula and the Point Comfort Turning Basin. Floating and submerged lines will extend to Placement Areas on the East Bank. Estimated completion is March 2004.

GULF INTRACOASTAL WATERWAY, TEXAS PACKERY CHANNEL

The Dredge “**Tyro, Jr.**” (Kingfisher Marine Service, Inc.) will be operating in the proposed Packery Channel which parallels the East half of the Kennedy Causeway Bridge. The Dredge and support plant will be transported into Packery Channel toward the Highway 361 intersection via the Gulf Intracoastal Waterway Intersection. Dredging will commence at Highway 361 and advance toward the Gulf Intracoastal Waterway. Floating and submerged lines will lay along the banks of the Packery Channel to Placement Areas located on the east side of Highway 361. Estimated completion is March 2004.

- » *Mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after passing arrangements have been made.*
- » *Dredging operations are continuous, 24 hrs, 7 days, unless otherwise noted.*
- » *Dredging operations will continue through the month unless otherwise indicated.*
- » *Dredges monitor channel 13 and/or 16 on marine VHF radio, respective dredges should be contacted for coordination of passing and movement near operations.*

DISTRICT ENGINEER
CORPS OF ENGINEERS
GALVESTON DISTRICT